

Gaining in Popularity
PRINZ LUDWIG
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
For Case of 6 Dozen Pints
\$16.00.
SOLE AGENTS:
H. Price & Co.,
468, Queen's Road.

The China Mail.

ESTABLISHED 1843.

DISTILLERS CO., LTD.,
EDINBURGH.
OLD TOM
AND
D. C. L.
DRY GIN.
Per Dozen \$8.50.
SOLE AGENTS:
H. Price & Co.,
468, Queen's Road.

No. 18,180.

May 29, 1905.

HONGKONG, THURSDAY, JUNE 29, 1905.

May 29, 1905.

PRICE, \$8.00 Per Month.

MACLEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.
REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
destination charges, may be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transhipment.
Estimates for Freight and other charges
upon receipt of Cubic Capacity, Content,
Weight and Value.

CHINA PARCEL EXPRESS.
Office—3, DUDDELL STREET.
Hongkong, December 5, 1904. 1815

Intimations.

THE MERCANTILE BANK OF INDIA,
LIMITED.

NOTICE.

I HAVE THIS DAY given over Charge
of this Branch to Mr. A. R. LINTON,
By Order of the Board of Directors,
EVAN ORMISTON,
Manager.
Hongkong, June 27, 1905. 1228

THE GREEN ISLAND CEMENT CO.,
LIMITED.

NOTICE.

SHAREHOLDERS are reminded that
the FINAL CALL of \$10 per Share
on the new issue of Capital is due on the
20th June, 1905.

SHewan, Tomes & Co.,
General Managers.
Hongkong, June 20, 1905. 1228

CHINESE ENGINEERING & MINING
COMPANY, LIMITED.

A N'INTERIM DIVIDEND of 1/- per
Share free of Tax, for Account of the
twelve months ending last February has
been declared by the Directors of the
above company. Coupon No. 4 is payable
immediately at the Chartered Bank of
India, Australia and China and the Russo-
Chinese Bank at Tientsin and Shanghai.
SHewan, Tomes & Co.,
Agents.
Hongkong, June 20, 1905. 1227

REWARD OF \$6,000.

O FFERED by the Undersigned for the
Arrest and Conviction of any person
or persons who are in the habit of Smug-
gling large Quantities of Opium into this
Colony.

OHIN JOO HENG CO.,
OPIUM FARMER.
Hongkong, June 19, 1905. 1179

LOST.

The Peak, on 23rd Inst., A YOUNG
POINTER DOG, about 3 months
old, Liver and White, answers to the name
of 'BILL.' A Reward will be paid to any
one returning same to owner.

Apply H. D. BELL,
c/o Butterfield & Swire,
Hongkong, June 26, 1905. 1224

WILLIAM POWELL, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS and SHARE
REGISTER of the Company will be
CLOSED from WEDNESDAY, the 20th
JUNE to SATURDAY, the 1st JULY next,
both days inclusive, during which period
no Transfer of Shares can be registered.

By Order of the Board,
E. A. MOUNTFORD WILLIAMS,
Secretary.
Hongkong, June 23, 1905. 1214

COMMERCIAL UNION ASSUR-
ANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACI-
DENT, PLATE GLASS INSURANCE
and FIDELITY Guarantee Policies issued
at Lowest Current Rates.

W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905. 1128

THE POPULAR
SCOTCH
IS
BLACK & WHITE

James Buchanan & Co.
WINE & SPIRIT DISTRIBUTORS
By Appointment to
H. M. THE KING
and
H. R. H. PRINCE of WALES

Supplied at all the leading Hotels and
Houses, &c., throughout Hongkong, China
and Japan.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR
THE PULSOMETER ENGINEERING CO., LTD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

8. HONAM, 2,333 tons, Captain H. D. Jones.
8. FOWAN, 2,333 tons, Captain G. F. Morrison, R.N.R.
8. FAIFSHAN, 2,333 tons, Captain R. D. Thomas.
8. HANKOW, 3,073 tons, Captain C. J. Lloyd.
8. KINSHAN, 1,932 tons, Captain J. V. Lissius.
Departures from HONGKONG to CANTON daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from CANTON to HONGKONG daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

8. HEUNGSHAN, 1,938 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

8. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
3.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

8. SAINAM, 568 tons, Captain W. A. Valentine.
8. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 873 tons, Captain B. Branch,
Makes a Round Trip to Wuchow (calling at all ports on route) and back every 8 days.
This Fine New Steamer has Excellent Saloon Accommodation and all Modern
Comforts.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
Terms Reasonable. Apply, THE MANAGERESS.
Hongkong, June 21, 1905. 1151

CLARK'S STUDIO,
4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

LANE, CRAWFORD & CO.

VETO' GOLOSSES

LADIES \$2.00
PER PAIR.

SMART APPEARANCE, LIGHT WEIGHT,
EASILY ADJUSTED.
Hongkong, June 23, 1905. 1208

BOARD AND RESIDENCE.

WITH PRIVATE FAMILY, Good
Locality, Tennis Court.
Apply X. L.
Care of CHINA MAIL OFFICE
Hongkong, June 23, 1905. 1209

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERES and TEES,
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1905. 1227

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally
that at Hongkong, that we have just
OPENED a First-class Tonsorial Hall at
the above address. We make Cleanliness a
Specialty.

VICENTE BARONILLA, Proprietor.
Hongkong, April 10, 1905. 463

be obtained at all Stores, Umbrellas
and Irons, &c., throughout Hongkong, China
and Japan.

For all the leading Stores, Umbrellas
and Irons, &c., throughout Hongkong, China
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and Irons,

Gaining in Popularity
PRINZ LUDWIG
 LIGHT PILSENER BEER
 OF EXCELLENT QUALITY.
 For Case of 6 Dozen Pints
 \$16.00.
 SOLE AGENTS:
 H. Price & Co.,
 459 Queen's Road.

The China Mail

ESTABLISHED 1845.

DISTILLERS CO., LTD.,
 EDINBURGH.
 OLD TOM
 AND
 D. C. L.
 DRY GINS.
 For Dozen \$8.50.
 SOLE AGENTS:
 H. Price & Co.,
 459 Queen's Road.

No. 13,180.

廿九廿月六年五月九日英

HONGKONG, THURSDAY, JUNE 29, 1905.

廿九廿月五年五月九日

PRICE, \$3.00 Per Month.

MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.
 REGULAR Weekly Departures for
 EUROPE.
 Parcels and Goods shipped to all parts
 of the World.
 All Expenses, including Duty and other
 destination charges, may be paid by sender,
 or otherwise as desired.
 Goods received for Storage, Packing,
 Shipment or Transhipment.
 Estimates for Freight and other charges
 upon receipt of Cubic Capacity, Content,
 Weight and Value.

CHINA PARCEL EXPRESS.
 Office—3, DUDDELL STREET.
 Hongkong, December 5, 1904. 1816

Intimations.

THE MERCANTILE BANK OF INDIA,
 LIMITED.

NOTICE.

I HAVE THIS DAY given over Charge
 of this Branch to Mr. A. R. LINTON.
 By Order of the Board of Directors,
 EVAN ORMISTON,
 Manager,
 Hongkong, June 27, 1905. 1236

THE GREEN ISLAND CEMENT CO.,
 LIMITED.

NOTICE.

SHAREHOLDERS are reminded that
 the FINAL CALL of \$10 per Share
 on the new issue of Capital is due on the
 30th June, 1905.

SHewan, Tomes & Co.,
 General Managers.
 Hongkong, June 26, 1905. 1228

CHINESE ENGINEERING & MINING
 COMPANY, LIMITED.

A INTERIM DIVIDEND of 1/- per
 Share free of Tax, for Account of the
 twelve months ending last February has
 been declared by the Directors of the
 above company. Coupon No. 4 is payable
 immediately at The Chartered Bank of
 India, Australia and China and the Russo-
 Chinese Bank at Tientsin and Shanghai.
 SHewan, Tomes & Co.,
 Agents.

Hongkong, June 26, 1905. 1227

REWARD OF \$5,000.

OFFERED by the Undersigned for the
 Arrest and Conviction of any person
 or persons who are in the habit of Smug-
 gling large Quantities of Opium into this
 Colony.

OHN JOO HENG CO.,
 OPIUM FARMER,
 Hongkong, June 19, 1905. 1179

LOST.

At the Peak, on 23rd Inst., a YOUNG
 A POINTER DOG, about 3 months
 old, Liver and White, answers to the name
 of "BILL." A Reward will be paid to any
 one returning same to owner.

Apply: H. D. BELL,
 c/o Butterfield & Swire,
 Hongkong, June 26, 1905. 1224

WILLIAM POWELL, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS and SHARE
 REGISTER of the Company will be
 CLOSED from WEDNESDAY, the 28th
 JUNE to SATURDAY, 1ST JULY next,
 both days inclusive, during which period
 no Transfer of Shares can be registered.

By Order of the Board,
 E. A. MOUNTFORD WILLIAMS,
 Secretary.

Hongkong, June 23, 1905. 1214

COMMERCIAL UNION ASSUR-
 ANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, AC-
 IDENT, PLATE GLASS INSURANCE
 and FIDELITY Guarantee Policies issued

at Lowest Current Rates.

W. H. TRENCHARD DAVIS,
 Branch Manager & Underwriter,
 Hongkong, June 9, 1905. 1128

THE POPULAR
 SCOTCH
 IS
 BLACK & WHITE

James Buchanan & Co.

SCOTCH WHISKY DISTILLERS

By Appointment to

H. M. THE KING

and
 H. R. H. THE PRINCE OF WALES

Supplied at all the Leading Hotels and
 Taverns, and to be obtained from LANE

CRAWFORD & CO., Queen's Road
 Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING CO., LTD.

STEAM PUMPS OF EVERY DESCRIPTION

HONGKONG, CANTON, MACAO
 AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
 MACAO STEAMBOAT CO., LTD., AND THE CHINA
 NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

8.5. HONAM, 2,663 tons, Captain H. D. Jones.
 4.5. FOWAN, 2,329 tons, Captain G. F. Morrison, n.r.
 4.5. FATSCHAN, 2,262 tons, Captain I. D. Thomas.
 6.5. HANKOW, 2,071 tons, Captain C. V. Lloyd.
 6.5. KINSHAN, 1,951 tons, Captain J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
 and 10.30 p.m. (Saturday Excepted).
 Departures from CANTON to HONGKONG daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

6.5. HUNGSHAN, 1,985 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
 Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

6.5. LUNGSHAN, 218 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 p.m.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

6.5. SAINAM, 638 tons, Captain W. A. Valentine.
 5.5. NANNING, 669 tons, Captain C. Bouchart.
 One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8 a.m.; and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 873 Tons, Captain B. Branch, makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days. This Fine New Steamer has Excellent Saloon Accommodation and all Modern Conveniences.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel, or of BUTTERFIELD AND SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

18

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. TERMS REASONABLE. Apply, THE MANAGERESS, Hongkong, June 21, 1905.

CLARK'S STUDIO,
 4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALITY.

Hongkong, October 5, 1904.

1812

LANE, CRAWFORD & CO.

VETO' GOLOSHES

LADIES \$2.00

PER PAIR.

SMART APPEARANCE, LIGHT WEIGHT, EASILY ADJUSTED.

Hongkong, June 23, 1905.

1208

BOARD AND RESIDENCE

GENTLEMEN'S \$2.50

PER PAIR.

SMART APPEARANCE, LIGHT WEIGHT, EASILY ADJUSTED.

Hongkong, June 23, 1905.

1208

WITH PRIVATE FAMILY, GOOD
 LOCALITY, Tennis Court.

Apply, X. L.

Care of "CHINA MAIL" OFFICE.

Hongkong, June 23, 1905.

1209

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905.

1204

CHEE WING & CO. 敬

93 & 99, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

ALL SORTS OF COPPER, BRASS STEEL

IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1905.

1207

ROYAL HAIRDRESSING SALOON.

We beg to notify the Public generally

that we have just OPENED a First-class, Tonsorial Hall at

the above address. We make Cleanliness a

Specialty.

VICENTE BARCENILLA, Proprietor.

Hongkong, April 10, 1905.

453

DISCOUNT of 10 per cent.

ON ALL PURCHASES MADE BY HIM AT OUR OFFICE.

WITHIN A PERIOD OF 12 MONTHS FROM DATE OF ISSUE.

PRICE, \$10.00 Each.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, June 27, 1905.

2110

DISCOUNT of 10 per cent.

ON ALL PURCHASES MADE BY HIM AT OUR OFFICE.

WITHIN A PERIOD OF 12 MONTHS FROM DATE OF ISSUE.

PRICE, \$10.00 Each.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, June 27, 1905.

2110

DISCOUNT of 10 per cent.

ON ALL PURCHASES MADE BY HIM AT OUR OFFICE.

WITHIN A PERIOD OF 12 MONTHS FROM DATE OF ISSUE.

PRICE, \$10.00 Each.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

BILLIARDS.

Roberts v. Stevenson.

On May 23 the second day's play in the billiard match between J. Roberts and H. W. Stevenson took place. Stevenson held a lead of 262 when play was continued and at the close of the evening session he had further increased it to 382 points. Stevenson was in scoring vein and continued his unfinished break of 163 to 288, falling at a screw long-hazard at the left top pocket. Roberts replied with 68, and left double-bailey. Stevenson failed to score, and another 100 was added to Roberts' score.

There seemed a fair prospect, now that Roberts had shown himself to be in form, that a fine tussle might be witnessed. But there is a glorious uncertainty about billiards, as in other matters. Here was the best player the world has yet known, showing that he was in touch with his task one quarter of an hour and sloppily going all to pieces for the ensuing hour and a half. There is no exaggeration in this statement, as the figures given below speak for themselves. In the quarter-hour following upon Stevenson's recommendation, Roberts totalled 184 points in three innings. Afterwards, in fourteen visits to the table, he only scored another 15, a streak of good fortune yielding one-third of these. Stevenson added two scores of over 100—150 and 133—while Roberts' best were 85 and 41.

At night, when the attendants were away, very large, the play was of a more interesting character than in the afternoon, for Roberts was in much better form than at any time since the beginning of the match. Early in the proceedings it appeared on the cards that Stevenson would again do better, for he made several good breakers. Roberts had found his touch. Then, however, the receiver of the start fell off in his play, and afforded his opponent many opportunities that Roberts was enabled to make his biggest break of the match, a dashing 235, in which he showed all his old brilliance and rapidity of scoring. However, his failure at a cannon, altogether failing the first object, was very rank. Apart from this his only other breaks were 49, 68, 61, and 65. Stevenson's highest, after failing his unfinished 42 to 38, was 64, 169, 100, 97, and 44. Altogether Roberts scored 711 to Stevenson's 638. On May 24 Roberts made a little on his opponent, finishing 243 points behind. First to break into tandem scoring, the veteran made a graceful run of 80, which looked like going much further, when a loser at the left top pocket—the old source of trouble—beat him. Stevenson followed on with a 66, and then came to the opposite corner. Double-bailey, safety missed, and minor items invaded the score very evenly for the next twenty minutes. The best thing seen during this unproductive time was Roberts' attempt to retrieve the lost scoring position by dashing two-cushion cannon.

The period between the first half-hour and the hour marked the lowest depth of the scoring. Stevenson's 68 all but stood alone. Finding himself out of form, he was performing to a style quite foreign to his ordinary rapid methods. He seemed to be making quite bad work of his billiards. The 'bad time' which seems to every player in the course of a fortnight's match was plainly upon him. At first it seemed as though Roberts, who took in the situation very clearly, could not take advantage of the opportunity afforded him to recover some, if not all, of his lost ground.

At last the veteran commenced to play as the onlookers were anxiously expecting him to do. As he cleared the hundred he was travelling at his best pace and most smoothly. His progress was cut short when the break stood at 146. Again the three balls were covering. This time Roberts quickly made up his mind how to act. The object balls were made to kiss, and so open up a pathway for the cue ball to the right top pocket. The very rafter shook with the cheering. No demonstration seems to exercise the slightest effect on the imperturbable Roberts, and while the air still reverberated with the cheering, he calmly went on scoring. Not till the break had made 194 did he stop at a real winner. Stevenson did not like the look of the jaws, and safety-missed.

Roberts followed his 194 with a most timely and serviceable break of 128. Another red winner beat him. These consecutive hundreds exercised their due effect upon Stevenson, who simply went all to pieces, with but few exceptions at the sitting. The leader had a lot of bad luck, but that will always go hand in hand with bad play. He did little beyond breaks of 60, 78, and 93, none of them put together with easy confidence or certainty. Roberts

early Stevenson missed simple cannons, and Roberts closed up the gap by means of 115, 47 (14 close cannons), and 64 (unfinished).

Stevenson played better after the adjournment, making breaks of 291, 145, 89 and 81 (unfinished). Roberts' top rates were 913—nursing the balls at the top of the table and finally leaving double-bailey 115, 88 and 75.

The fourth day's play—May 26—saw Roberts in brilliant form; when play opened he was 943 points in the rear. After Stevenson had scored 55 Roberts replied with 120—a brilliant display of billiards. Stevenson replied with 182, after which Roberts again struck the art of leaving the balls while after stroke in the easiest of positions. A foul

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stroke stopped Roberts when he was closely on the way towards making another break. Stevenson promptly claimed the foul, which was allowed by the referee, and he elected to have the ball broken, deputing Roberts to do so. From the latter's miss under the 'left-middle pocket', the leader brought off a pretty short fanny. A trio of minor lingers, Stevenson's being quite unproductive, led up to Roberts becoming firmly set. Playing a most open game, a succession of losing hazards from the baulk half-circles had been seen. Roberts scored 90 points in this fashion before getting to the top of the table. Afterwards he adopted the customary play between the two top pockets up to the end of the effort, which resulted in a total of 177 to his account.

So far there was little to choose in the scoring. There was no sign or symptom given yet of the remarkable change which was to come over the game, a change which sent the crowd delirious with enthusiasm. Quickly on top of this 177 came a fine break of 86, and an asthetic 212.

To the end of the chapter the interest increased. Roberts grasped his opportunities and added 63, and thus, in three consecutive innings, nearly 400 points went to swell Robert's total. Roberts now provided an instructive object lesson in defensive methods. Double baulk after double baulk he set up against Stevenson, who could simply not get in at all. Once he emanated on to a double-baulk leave, but he could not follow up the success. He was outplayed and outpointed in every way.

With his last three innings of the afternoon Roberts again scored heavily. He reconnected with a 53. He had the good fortune, after missing a delicate screw cannon, to leave the object ball covering Stevenson, being unable to bring of a cannon from the side cushion. Roberts added 273 points. Almost every stroke now was cheered by the crowd. Playing like a piece of machinery, he went on and on as though nothing could stop him. Stevenson's last chance of the sitting saw him make a very weak attempt to hold the red in the right top pocket. As he walked disconsolately back to his seat, Roberts was at work again. He kept the table till the close of the sitting, being left in play with an unfinished 70. A tremendous ovation awaited him at the close. He well deserved it all, his performance of scoring 1291 to Stevenson's 134 being easily the greatest achievement that stands to his name during this season.

Resuming at night Roberts turned his unfinished 70 into a full break of 112. Stevenson failed to score, and Roberts could only realize 26. With the red in proximity to the right hand middle pocket, Stevenson easily screwed in, and continuing at a rather faster pace than is usual with him, 75 points were added to his score before he rather unluckily lost his hand. Roberts replied with 33. Stevenson made 94, when he failed at a red losing hazard. Safety play was then the order, and Roberts taking possession was quickly at work again. When 197 had been registered, Roberts tried a long screw off the side cushion near the centre pocket, but his ball came back to the top-end wide of his object. Stevenson's next venture resulted in a neat contribution of 64, only brought to an end when he lost his rival's ball and had to leave a double baulk. After making 53, Roberts rattled off a useful 73. A little later Roberts made 136, and Stevenson replied with 97 of a new set of balls. After 57 from Roberts, and small contributions from both, Stevenson nursed the balls cleverly, and scored 82 in quick time, the break including one smartly executed mass stroke. Roberts scored from the leave, and with 56 unfinished, the time limit was reached. During the session Roberts scored 886 and Stevenson 516 points.

Roberts was 1290 in arrears when the fifth day's play was entered upon, but when the evening session was ended he had a deficiency of only 734 points. Stevenson played badly in the opening of the afternoon session, but he recovered and subsequently adding 128, 177, 283, 108 and 122, he appeared to be better advantage. Roberts compiled 87, 133, 91, and 68.

In the evening Stevenson made a sorry show, and on the contrary Roberts was in fine form. The veteran made breaks of 104, 120, 60, 267, 44, 100, 59, and 26 (unfinished). In all Roberts scored 1092 points to Stevenson's 225. The latter's best break was only 63. The closing scores were:

Stevenson (receives 2000) 8285

Roberts (in play) 7501

CHINA AND HER CURRENCY.

Coining Operations Active.

At the present moment there is a veritable rush among the various Provincial Governments of China, each competing to take the lead in the wholesale tampering with the currency that is now going forward. The old-fashioned copper cash with the square hole in the centre are being rapidly melted down and supplanted by the new ten-cash pieces which contain each the metal of four only of the old cash. There is a ceaseless demand for coining machinery; some twenty new mints are at work, and copper in daily increasing quantities is being imported from Japan and the Pacific Coast of America. The profits earned by the new mints are enormous. The annual gain to the provincial treasurers, after allowing for a legitimate amount of 'squeaks', works out at no less than a Tls. 18,000,000.

The profit to the provincial officials is, of course, equivalent to an indirect tax of like amount on the people. An in the beginning the people objected to take the new coin. But now that the little stations have been ordered to accept the new coin and that it is received by the tax collector and by the cashshops, the people are learning to use it at its face value as a substitute for the fast disappearing copper cash. But this irredeemable token money is made legal tender to an unlimited amount. A time must come when the Government will discover that, by use of this coin, the produce of taxation will have fallen off fifty per cent, and they will be compelled to double the taxes or put up with a reduced revenue.

Still more confusion has been introduced by the absence of any general standard by the various mints; some of the new ten-cash pieces represent a copper-value of only three cash, others are brass pure and simple, not worth two cash. Each mint follows its own sweet will and a competition in debasement may be long bring the value down to one cash. A universal, honest, and uniform coinage is thus farther off than ever; one in which the mining profit on tokens should accrue to the whole Empire, with acknowledged and fixed limitations.—Times of Osten.

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THE LAW OF EXTRADITION.

An Important Case.

Before the Full Court, this morning, their Lordships Mr F. T. Pigot (Chief Justice) and Mr A. G. Wae (Puisne Judge) being on the bench, an important question in connection with extradition was argued. The case was in the matter of Wong Ca Chuen and in the matter of the Chinese extradition Ordinance 1895.

The Attorney General (Sir Henry Berkeley) and Mr H. E. Pollock (instructed by Mr F. B. L. Bowley) of Messrs Denneys and Bowley appeared in support of an application for the discharge of the prisoner.

Sir Henry Berkeley stated that he appeared to argue three points which were reserved by the Chief Justice a short time ago on the motion for the discharge of the rule absolute granted by Mr Justice Sercombe Smith. The points were the 2nd, 4th and 6th grounds urged by Mr Ferrier for the prisoner's discharge.

The second ground put shortly is that the requisition for the surrender of the prisoner, though nominally for an extraditable crime, was in fact made with a view of punishing him for an offence which is not an extraditable one. It was on the true construction of the phrase "was in fact made with a view" that the conclusion to arrive at turned. The ground put forward was a bare assertion on the part of Counsel altogether unsupported by evidence. Sir Henry Berkeley conceded the point that a fugitive from justice must not be surrendered if he proves to the satisfaction of the Court that the real object of the Chinese Government was to obtain his extradition in order to punish him for a non-extraditable crime. But while conceding that Sir Henry Berkeley submitted that the effect of the point was to throw the onus of establishing that fact on the fugitive.

Section 4, sub section 1 of the Extradition Act, continued Sir Henry Berkeley, is as follows: "A fugitive shall not be surrendered if he proves that the requisition is made in fact with a view to punish him for an offence not an extradition crime." The question of the intention of the Chinese Government in that respect is one of fact and it lies upon the fugitive to establish by satisfactory evidence the existence of the alleged intention on the part of that Government. That is the effect of the words "in fact with a view to punish for an offence not an extradition crime." In other words a fugitive must not be surrendered if the Court believes from the evidence which is tendered that the real object is to punish him for an offence which is not an extradition crime."

The Chief Justice—It is important in this case to state the law, though there can be no doubt of it.

Sir Henry Berkeley—I concede that surrender should be refused though the requisition be for an extradition crime if the Court is satisfied that such requisition is merely a cloak and that the real intention is to punish for an offence not an extradition crime; but I repeat that the onus is on the fugitive to establish the existence of such an intention on the part of the Government of China. That he has not done. He has given no evidence to show that the extradition was applied for in order to punish him for a non-extradition crime. The only evidence adduced before the Magistrate shows the fugitive to be charged with being a bandit—an armed robber. No evidence is adduced before this court in support of the allegation against the Chinese Government that he is charged as a vagabond. He is charged with being a bandit and that is an extradition crime. There are two affidavits—one by the defendant's solicitors expressing his opinion that the evidence before the Magistrate shows the intention to be such as he alleges, and another filed by the fugitive in which he says he was charged as being vagabond. The Chinese word however is not vagabond, but bandit. There must be some evidence brought forward by the fugitive of an intention on the part of the Chinese Government other than that expressed in the requisition before the contention of the existence of such an intention can form the foundation for an application for his discharge.

The Chief Justice—Have you not got to establish that the Chinese offence is covered by the English offence?

Sir Henry Berkeley—Yes. The prisoner is charged with breaking into a house, with others.

The Puisne Judge—Robbery with violence?

Sir Henry Berkeley—Yes. The next point reserved, the fourth objection, that the prisoner has not been proved guilty as required by Article 21 of the Treaty of Tientsin, is a very important one in respect of the question under it.

The Puisne Judge—The Magistrate says he has been proved guilty.

Sir Henry Berkeley—Yes, if we admit his report to the Governor. But the question raises a very serious question with respect to the validity of the whole Ordinance. It states a case which must be settled by this Court.

The Chief Justice—I take it that the point has no precedent?

Sir Henry Berkeley—No. I submit it was not necessary to prove the prisoner absolutely guilty, in the sense that a man is proved guilty before a jury. But if it is necessary it has been done.

The Chief Justice—We have not got that on record.

Sir Henry Berkeley—Yes, by the fact of the committal.

The Puisne Judge—I think Mr Ferrier stated previously that the Magistrate had found the prisoner guilty.

Sir Henry Berkeley—Yes. But I submit that that is not the true meaning of the words "on proof of their guilt" as used in the Treaty of Tientsin (revised in the Chinese Extradition Ordinance). The words "on proof of guilt" mean no more and no less than on production of evidence of guilt. The expression used in the Treaty is not "on conclusive proof" but "on proof of guilt," that is to say on evidence of guilt, sufficient to justify a committal for trial, that is to say, on prima facie evidence of guilt. Proof means judicial proof, which is defined as evidence (which word includes prima facie as well as other evidence) conveyed in a judicial manner by judicial methods, e.g., by the testimony of a witness. It is therefore submitted that the Ordinance is not at variance with the Treaty in declaring in section 10 that the Magistrate shall commit a fugitive to await the further order of the Governor if at the hearing of the requisition for surrender such evidence as would subject to the provisions of the Ordinance justify the committal of the fugitive for trial before the Supreme Court if the crime which he is

accused had been committed in the Colony. It was for the Governor of the Colony when passing the Ordinance which is complementary to the Treaty to determine on what amount of proof of their guilt fugitives should be surrendered and by the Ordinance, section 10, it was determined that prima facie proof of their guilt should suffice—in other words, that proof sufficient to put a man on his trial at the Supreme Court for an offence if committed in the Colony should be sufficient to require a Magistrate to commit a fugitive to await the further order of the Governor upon a requisition from the Government of China. It is conceded that this Court can adjudicate upon the validity of any Ordinance of the local Legislature, but it is submitted that there is nothing ultra vires in section 10, which must be taken, as it surely can be construed, as expressing the meaning of the parties to the Treaty of Tientsin when they used the words "upon proof of their guilt." The restriction in the Treaty is not that such evidence must be given as would justify a jury in finding the fugitive guilty of the crime charged, but that proof of his guilt, that is to say, evidence of his guilt, should be taken by the Magistrate before a fugitive is surrendered. The Ordinance and the Treaty are not to be construed separately. The former is complementary to and explanatory of the latter, and gives effect to the intention of the parties thereto.

The Chief Justice—I do not see how you can interpret the intention of the Chinese Government.

Sir Henry Berkeley—I mean partly—the British Government.

Continuing he said—As there is a Treaty which would render it unnecessary to consider whether the local Legislature could pass an Extradition Ordinance in the absence of a Treaty, but it is submitted that it cannot require a Treaty with a foreign country to confer jurisdiction upon the Colonial Legislature and to pass an Ordinance affecting persons in the Colony.

Jurisdiction is conferred on the Legislature by the Charter of the Colony to pass laws for the peace, order and good government thereof.

An Extradition Ordinance is one conceived in the interests of peace, order and good government of the Colony and might undoubtedly be passed, even though no Treaty for the mutual surrender of criminals existed.

Instances in point are the

Malay States Fugitive Criminal Ordinance, 1903, and the North Borneo Extradition Ordinance 1895.

The power of a Colonial Legislature to pass an Extradition Ordinance is recognised by the Extradition Act 1870, as can be seen by the Extradition Ordinance of 1876.

In conclusion, Sir Henry Berkeley said:

The answer to the first of the subsidiary questions, "Is the prisoner entitled to be discharged because he has not been proved to be guilty" must therefore be in the negative. The answer to the second subsidiary question, "Supposing the Magistrate finds the prisoner guilty, is he entitled to discharge because the Magistrate would have acted without authority from the Legislature and therefore beyond his jurisdiction," must, it is submitted, also be answered in the negative; because the Legislature plainly authorises the Magistrate to commit on prima facie proof and there must have been prima facie proof if there was proof to find the prisoner guilty.

It is submitted that the Treaty and the Ordinance are in harmony but if there be a conflict the express declaration of the Ordinance of a Legislature, acting within its jurisdiction, must prevail: The Treaty was, it may be conceded, the *raison d'être* of the Ordinance but it did not create the jurisdiction to pass an Ordinance. That rest in the Colonial Legislature, altogether independent of the Treaty. Hongkong is not a foreign country; it is an integral part of the British Empire, and it cannot require a Treaty with a foreign country to give the Legislature jurisdiction over persons in the Colony. Where the Legislature is by way of Order in Council operating in a foreign country then the jurisdiction is derived from the Treaty and must be in strict accordance therewith; and wherever there is a Treaty and consequent legislature to give effect to it, it will where possible be construed so as to carry out the plain meaning of the Treaty; but I conclude and submit that if there were clearly apparent that the legislature intended to depart from the Treaty, and wherever there is a Treaty and consequent legislature to give effect to it, it will where possible be construed so as to announce its completion.

Where the barrier once blocked the main

portion of the river there is now a channel

400 feet in width. It is ten feet deep on

the outside, near the centre of the river;

eleven feet deep inside of that, and twelve

feet deep nearest to the right bank of the river.

At first sight these figures may convey to

the reader the impression that the channel

might well have been further deepened,

but it must be explained that about one

mile above the Taihek Barrier is the

natural barrier, called Tainie, which is of

solid rock, and over which there is only

eleven feet of water at low water—spring

tides. With a tide rising about six feet

there would be seventeen feet covering

Tainie, and eighteen feet over the place

where the Taihek barrier formerly stood.

The Attorney General objected

to the decision of a Magistrate on the

question of fact where the Magistrate has committed the person to extradition.

Mr Ferrier dealt with the question con-

cerning the weight of evidence tendered to the Magistrate, contending that the Magistrate did not follow the necessary procedure, by not examining the complainant or informant which in this case, he submitted, was the Chinese official.

The Attorney General objected to the

line of argument which Mr Ferrier was

pursuing. That point was never raised,

and consequently could not be introduced

at the present stage of the case.

The Chief Justice—I understand Mr Ferrier to argue that the Magistrate did not follow the usual procedure laid down in the Magistrate's Ordinance, in that so?

Mr Ferrier—That is exactly what I argue.

The Attorney General again objected.

The Chief Justice—I must hear what the argument is before I rule it out.

Mr Ferrier proceeded to develop his argument, when

The Attorney General said—it is a new point.

Mr Ferrier—I mentioned it to you yesterday.

Finally the Puisne Judge declared Mr Ferrier to be wrong and the point was dropped.

Proceeding, Mr Ferrier stated that the Hongkong Extradition Ordinance was ultra vires and therefore void.

He pointed out that by the Treaty it was agreed that only criminals whose guilt had been proven would be returned to China, but by the Hongkong Ordinance criminals whose guilt was only prima facie, could be extradited.

Colonial Legislatures had power to do this submitted Mr Ferrier.

It was true that the Magistrate had agreed that he considered the prisoner guilty of the particular crime with which he was charged, but in doing so Mr Hazelton had clearly overstepped his jurisdiction and arrogated to himself powers which he did not possess.

The jurisdiction of a Magistrate is

confined to committing persons to trial,

and it was preposterous for Mr Hazelton to presume that he could commit a fugitive to await the further order of the Governor if at the hearing of the requisition for surrender such evidence as would subject to the provisions of the Ordinance justify the committal of the fugitive for trial before the Supreme Court if the crime which he is

accused had been committed in the Colony. It was for the Governor of the Colony when passing the Ordinance which is complementary to the Treaty to determine on what amount of proof of their guilt fugitives should be surrendered and by the Ordinance, section 10, it was determined that prima facie proof of their guilt should suffice—in other words, that proof sufficient to put a man on his trial at the Supreme Court for an offence if committed in the Colony should be sufficient to require a Magistrate to commit a fugitive to await the further order of the Governor upon a requisition from the Government of China. It is conceded that this Court can adjudicate upon the validity of any Ordinance of the local Legislature, but it is submitted that there is nothing ultra vires in section 10, which must be taken, as it surely can be construed, as expressing the meaning of the parties to the Treaty of Tientsin when they used the words "upon proof of their guilt."

The restriction in the Treaty is not that such evidence must be given as would justify a jury in finding the fugitive guilty of the crime charged, but that proof of his guilt, that is to say, evidence of his guilt, should be taken by the Magistrate before a fugitive is surrendered.

Judgment was reserved.

ROBBERY IN A CHINESE VILLAGE.

Watchmen Tied Up.

Another of the numerous crop of extradition cases that are now pending at the Magistrate came before Mr F. A. Hazlewood this afternoon.

Mr. H. H. H. Hazlewood, of the Crown Solicitor, applied for the extradition to China of Tsao Kam Shing and Cheung Kang Tai on a charge of armed robbery and theft.

The facts of the case, as outlined by Mr Hazlewood, were that at the village of Tain Pung Kang, in the Kwang Tung Province, an armed robbery occurred at about midnight, on April 20. Three district watchmen were on their rounds as usual, armed with carbines, and hearing a disturbance at a house in the village they went to investigate it. They found the house surrounded by a band of about twenty men some of whom were armed with knives and revolvers. As soon as the watchmen were seen the robbers turned their attention to them and being outnumbered they were speedily overpowered and relieved of their weapons.

This being accomplished the watchmen were tied up and left outside while the robbers proceeded to sack the house. They broke open the door and then burst into the master's bedroom and by a display of arms soon terrified him and his wife. The defendants were amongst the men who entered the room and one of them who carried an axe, told the master of the house that he would cut him open if he made a noise. The occupant and his wife were then also tied up and the robbers went through the house taking everything away. Amongst their haul was \$82 in money, two boxes of clothing valued at about \$200 three property deeds, some jewellery and minor articles.

Having carried off these goods the watchmen were set at liberty and told that if they followed the robbers they would be shot. They took the robbers' advice, and some time later reported to the authorities and a search was made for the robbers but without success and the defendants were not seen again until their arrest in Hongkong recently.

Evidence was proceeding when our report closed.

THE CANTON RIVER BARRIERS.

Work of Removal.

With little or no ostentatiousness the work of removing the barriers from the Canton River—which in the past has been the subject of considerable discussion—has been going on of late, and now we have been informed of the removal of the Taihek Barrier, about 44 miles down the river from Canton. The contract for this important work was secured by Messrs D. Macdonald and Company, Engineers of Beaconsfield Arcade, and under the contract they were allowed six weeks within which to complete the undertaking. The work was put in hand on May 17, and inside of 40 days the contractors were able to announce its completion.

Where the barrier once blocked the main portion of the river there is now a channel 400 feet in width. It is ten feet deep on the outside, near the centre of the river; eleven feet deep inside of that, and twelve feet deep nearest to the right bank of the river.

At first sight these figures may convey to

the reader the impression that the channel

might well have been further deepened,

but it must be explained that about one

mile above the Taihek Barrier is the

natural barrier, called Tainie, which is of

solid rock, and over which there is only

eleven feet of water at low water—spring

tides. With a tide rising about six feet

there would be seventeen feet covering

Tainie, and eighteen feet over the place

where the Taihek barrier formerly stood.

The work was put in hand on May 17, and inside of 40 days the contractors were able to announce its completion.

The first barrier which will shortly disappear is the Cambridge Barrier just below Whampoa. Yesterday the work of removing the barrier, and deepening and widening the channel was commenced, and it should be concluded by about the middle of next month. When this is done it will enable vessels drawing from 22 to 24 feet to go in and out of Whampoa, no matter what the state of the tide may be. It is also more than likely that the Whampoa Barrier will soon be removed, and once a start is made it is estimated that the work will be completed within two months.

Taihek and Tainie Barriers are on the back reach and Whampoa and Cambridge Barriers are on the front reach of the river.

The first barrier that is met with is a natural barrier, or bar just above Tiger Island, but we understand that this is to be left alone. Then the Salt Flats, which are situated above the Barrier, and also to remain undisturbed, but over these there is a depth of nine feet of water.

According to the treaty, which refers to these barriers, they are all to be removed,

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:-

STEAMERS	TO SAIL ON	REMARKS.
FOR		
LONDON, &c.	F. J. Fox.....	Noon, 1st July. See Special Advertisement
ST. OMER & ANTWERP, VIA ST. OMER, CH. 80 POUR	PALERMO	About 7th July. Freight only.
SAINTE MARIE	E. G. ANDREWS	
YAHAMA, VIA SHAI, MOJI AND KOBE (Passing through the INLAND SEA.)	JAPAN	About 8th July. Freight and Passage.
AND E. P. MARTIN, H.M.R.		

For further Particulars, apply to

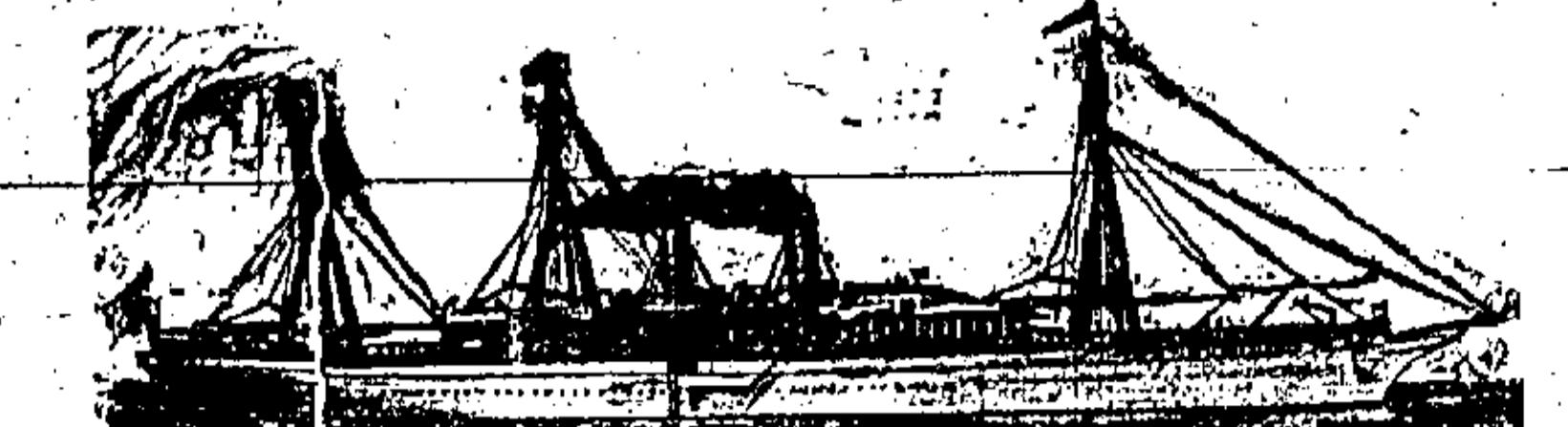
L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co's Office,

Hongkong, June 27, 1905.

25

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Sailing 3 to 7 Days across the Pacific.

R.M.S. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TARTAR ... Com. W. DAVIDSON, R.M.R. 4,425 TONS WEDNESDAY, July 5.

EMPEROR OF JAPAN ... Com. H. PYBES, R.M.R. 6,000 TONS WEDNESDAY, July 12.

EMPEROR OF CHINA ... Com. R. ARCHIBALD, R.M.R. 6,000 TONS WEDNESDAY, Aug. 2.

ATHENIAN ... Com. S. ROBINSON, R.M.R. 5,882 TONS WEDNESDAY, Aug. 9.

EMPEROR OF INDIA ... Com. E. BRETHAM, R.M.R. 6,000 TONS WEDNESDAY, Aug. 23.

Hongkong to London, 1st Class, via St. Lawrence 160, via New York 625.

Intermediate Steamers, £40. " " 442.

1st and 2nd Class Rail, " " 442.

THE magnificient 'EMPEROR' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, PEDDER STREET.

Hongkong, June 21, 1905.

4

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KORE & YOKOHAMA; FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.

NICOMEDIA 4,370 WAGNER July 7, 1905.

NUMANTIA 4,370 BRENNER July 16, 1905.

ARABIA 4,483 MEZENZHEN Aug. 6, 1905.

ARAGONIA 5,198 SCHULPT Aug. 26, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, June 24, 1905.

2

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

For STEAMERS LEAVING

TAMSUL, VIA SWATOW AND AMOY, FRITHJOF, SUNDAY, 2nd July, 8 a.m.

ANPING, VIA SWATOW AND AMOY, PROMISE, MONDAY, About July 3.

SHANGHAI, VIA SWATOW, CLARA JENSEN, THURSDAY, July 6, 10 a.m.

AMOY AND FOOCHOW, BENDIXEN.

On account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co's local Branch once, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, June 22, 1905.

2679



NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captain. To Sail.

PLEIADES 3,763 F. G. Furlong About July 12.

SHAWNUIT 9,606 E. V. Roberts About July 20.

TREMONT 9,606 T. W. Garlick About Aug. 8.

Cargo only.

GREAT FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw S.s. Shawnuit and Tremont, are fitted with very superior

accommodation for First and Second Class Passengers. The large size of these vessels

ensures cleanliness & light. Electric fan in each room. Barber's shop and steam laundry.

Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., Limited,

SHEEN'S BUILDINGS, HONGKONG, June 26, 1905.

GENERAL AGENTS.

1724

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	STEAMERS	DUKE
GLASGOW AND LIVERPOOL	STENTOR	7th July.		
GLASGOW AND LIVERPOOL	PATROCLUS	14th July.		
GLASGOW AND LIVERPOOL	KEIRUN	14th July.		
GLASGOW AND LIVERPOOL	PAULIN	18th July.		
GLASGOW AND LIVERPOOL	ACHILLES	28th July.		
GLASGOW AND LIVERPOOL	ANTONIO	5th August.		
GLASGOW AND LIVERPOOL	MACHAON	4th August.		
GLASGOW AND LIVERPOOL	CRESTES	5th August.		
GLASGOW AND LIVERPOOL	ULYSSES	9th August.		
GLASGOW AND LIVERPOOL	OPACAK	9th August.		

HOMewardS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	4th July.
LONDON, AMSTERDAM & ANTWERP	HYSON	19th July.
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	20th July.
LONDON, AMSTERDAM & ANTWERP	AXAK	1st August.
LONDON, AMSTERDAM & ANTWERP	IDIOMERUS	15th August.
GENOA, MARSEILLES & LIVERPOOL	STENTOR	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND KIRKLAND	KIRKLAND	17th July.
all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	MACHAON	7th August.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, June 28, 1905.

18

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, AND PACIFIC COAST	OCANNA	4th July.
	TELEMACHUS	15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, June 28, 1905.

18

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships

—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

* Taking Cargo on through Bills of Lading to Lahad Datu, Singapore, Tawu, Kudat, Nonkan, Jesselton and Labuan.

For Freight or Passage, apply to

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Dates.

RUBI 2,540 A. H. Notley Manila June 30, at 4 p.m.

ZAFIRO 2,540 R. Rodger Manila July 8, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMEY & CO., General Managers.

Hongkong, June 27, 1905.

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 6, 1904.

2181

OSAKA HOTEL,
NAKANOSHIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARL, Manager.

December 5, 1904.

2182

Notices to Consignees.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S
STEAMER CHUSAN.FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo from LONDON, &c., to, &c., China.

From PERTH, GOS., and, &c., B. I. S. N. and P. S. N. Co., steamer.

Optional goods will be landed here unless instructions are given to the contrary before 11 A.M., To-day.

Goods not cleared by the 4th July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, June 28, 1905. 1245

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER TIENTSIN.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, June 23, 1905. 1210

NOTICE TO CONSIGNEES.

THE Steamship GOLDMOUTH, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.

Agents.

Hongkong, June 24, 1905. 1216

NOTICE TO CONSIGNEES.

THE Steamship STEAMER TOURANE, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 3rd July, at 8 p.m.

All Claims must reach us before the 5th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARNHOLD, KARBERG & CO., Agents.

Hongkong, June 26, 1905. 1230

NOTICE TO CONSIGNEES.

THE Steamship COMPAGNIE DES MESSAGERIES MARITIMES, having arrived, Consignees of Cargo from LONDON or A.M. Adour & Charleste, from BORDEAUX or Ville de Rochefort, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless claim is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 3rd July, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 3rd July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 3rd July, at 3 p.m.

No Fire Insurance has been effected.

G. de CHAMPEAUX,

Agent.

Hongkong, June 26, 1905. 1231

INSURANCES.

THE NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS 31st DECEMBER, 1904,

£17,161,393.

I.—Authorized Capital £30,000,000

Subscribed Capital £22,500,000

Paid-up Capital £6,367,500 0 0

II.—Fire Funds £3,001,262 12 9

III.—Life & Annuity Funds £10,472,532 7 0

£17,161,393 19 9

Revenue Fire Branch... 2,068,713 1 8

" Life & Annuity Branches... 1,632,216 3 4

£3,668,929 5 0

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

Hongkong, June 28, 1905. 1537

FIREMAN'S FUND INSURANCE CO.

OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1903.

ASSETS, GOLD... £5,555,892 37

NET SURPLUS, GOLD... £2,155,182 80

INCOME, GOLD... £3,470,767 53

FIRE BRANCH.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, March 23, 1904. 562

NOTICE TO CONSIGNEES.

STEAMER TOURANE.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON or

A.M. Adour & Charleste; from BORDEAUX

or Ville de Rochefort, in connection

with above Steamer, are hereby informed

that their Goods, with the exception

of Opium, Treasures and Valuables, are

being landed and stored at their risk into

the Godowns of the HONGKONG AND KOWLOON

WHARF AND GODOWN COMPANY, LTD., at

Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on

unless claim is received from the Consignees

before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 3rd July, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 3rd July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 3rd July, at 3 p.m.

No Fire Insurance has been effected.

G. de CHAMPEAUX,

Agent.

Hongkong, June 28, 1905. 1412

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Hongkong, June 28, 1905. 1412

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... £10,000,000

RESERVE FUND... £10,000,000

SUBSCRIBED CAPITAL... £10,000,000

PAID-UP CAPITAL... £10,000,000

RESERVE FUND... £10,000,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

CANTON, CHENGFOU, HANKOW, TIENTSIN.

PAKING.

THE BANK PURCHASES and receives for

Collection Bills of Exchange drawn on the above places, and Sends Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advanced made on approved securities.

ILLS Discounted.

Interest allowed on Current Accounts at the Rate of 2% per annum on the Daily Balance.

On Fixed Deposits for 3 Months... 3%

" " 2%

" " 1%

" " 1%

" " 1%

" " 1%

" " 1%

" " 1%

" " 1%

" " 1%

" " 1%

" " 1%

" " 1%

" " 1%

" "

SHIPPING.

ARRIVALS.

June 28.
Onyang, British str., 1,787, J. T. Davies, Pakelong June 20, Sugar, — JARDINE, MATTHESON & CO.

Osar II, Norwegian str., 2,000, R. Olsen, Karau June 22, Coal, — MIURA BUREAN KABEL.

Bentlemon, British str., 1,752, Henderson, Shanghai June 25, General, — GIBB, LIVINGSTON & CO.

June 29.
Thade, Faelund, Norwegian str., 2,826, Kamjore, Shanghai June 24, — OUDER.

Khalif, British steamer, 2,210, J. H. Middleton, Barry Dock May 2, Coal, — DOWELL & CO. LTD.

Johanne, German steamer, 952, Ipland, Bangkok June 23, Rice, — JENSEN & CO.

Sidra, Norwegian str., 2,097, Christianen, Moji June 23, Coal, — M. B. K.

Taishun, Chinese steamer, 2,210, W. Jamieson, Shanghai June 25, General, — C. M. S. N. CO.

Louise Roth, British steamer, 2,296, J. Thompson, Newcastle, N. S. W., May 8, Coal, — OUDER.

DEPARTURES.

June 28.
Chusan, for Shanghai.

Dufier, British transport, for Taku.

Tiger, German gunboat, for Amoy, — June 29.

Maria Vulter, for Singapore and Trieste.

Fri, for Haiphong.

Xing, for Swotow.

CLEARED.

Scottish Hills, for Manila.

Sierra Lucca, for Royal Roads.

Ithaka, for Chinkiang.

Elizabeth Ridder, for Hoichow.

A. G. Ropes, for Baltimore.

Bentlemon, for Singapore and London.

Curt Deterdtsch, for Hoichow.

SHIPPING REPORTS.

The British steamer *Onyang* reports:

Light to moderate S. W. W. winds, smooth seas.

The British steamer *Louise Roth* reports:

From Newcastle May 8th, after three days out, we had nothing, fine weather and smooth sea to arrival.

In fact the passage was an exceptionally good one, only it was very hot, as much as 108 in the shade being registered on deck. We came through the Jonesan passage, struck the passage at daylight and passed through and clear of all islands at 4 p.m., the same day. Such a passage is not safe in the night time.

POST OFFICE NOTICES.

Mails will close:

For HAIPHONG.

For Hongkong, at 9 a.m., on Friday, the 30th June.

For SWATOW, AMOY & FOOCHOW.

For Haiching, at 10 a.m., on Friday, the 30th June.

For BANGKOK.

For Maria's Rickmers, at 1 p.m., on Friday, the 30th June.

For MACAO.

For Hempan, at 1.15 p.m., on Friday, the 30th June.

For NAGASAKI, MOJI, KOBE & YOKOHAMA.

For Goldsmith, at 3 p.m., on Friday, the 30th June.

For MANILA.

For Rudi, at 3 p.m., on Friday, the 30th June.

For MANILA.

For Longtong, at 3 p.m., on Friday, the 30th June.

For SHANGHAI.

Per Yunnan, at 3 p.m., on Friday, the 30th June.

For SINGAPORE, SOURABAYA & SAMARANG.

For Fooching, at 10 a.m., on Saturday, the 1st July.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Admiral* will be despatched on SATURDAY, the 1st July, with Mails for the United Kingdom, the Continent of Europe, and countries beyond, via Brussels; to the Straits Settlements, Netherlands Indies, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

Printed Matter and Samples at 10 a.m.

Registration at 10 a.m.

(Registration, with late fee of 10 cents, up to 10.45 a.m.)

Letters at 11 a.m.

Late Letters 11 to 11.30 a.m. Extra Postage 10 cents.

(Supplementary Mail on board up to the time fixed for departure of the mail.) Extra Postage 10 cents.

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will close punctually at 3 p.m., on Friday, the 30th June.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Darinstadt* will be despatched on WEDNESDAY, the 5th July, with Mails for the United Kingdom, the Continent of Europe, and countries beyond, via Brussels; to the Straits Settlements, Batavia, Burmah, Ceylon, India, (via Tuticorin), Aden, Egypt, Malta, &c., &c.

Printed Matter and Samples at 10 a.m.

Registration at 10 a.m.

Registration, with late fee of 10 cents up to 10.45 a.m.

Letters at 11 a.m.

Late Letters 11 to 11.30 a.m. Extra Postage 10 cents.

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

WEATHER REPORT.

The following notice is issued by Mr. Fogg of the Hongkong Observatory:

On the 29th at 12.5 p.m. the barometer has fallen slightly over the S. coast of China.

Returns from N. China and Japan are looking.

Gradients are slight over the N part of the China Sea and moderate or light S.W. winds may be expected in that area.

Forecast: S.W. winds, moderate or slight; fair.

ELPHAM HOUSE.

Miss E. Baylis Mr. J. Hutchings.

Mr. M. Bishop Mr. W. Jenkins.

Mr. Fred. A. Brown Mr. H. H. Berthiborne Manners.

Mr. Buckley Mr. H. A. Morris.

Mr. W. J. Cross Mr. A. Morris.

Mr. Dobbs Mrs. Morris, and 2

Mr. and Mrs. T. Doltz children.

Mr. Edwards Mr. J. Noble.

Mr. O. Fawcett Mr. Perrot.

Mr. Haycock Mr. K. Polsteroff.

Mr. Hemmings

VISITORS AT HOTELS.

HONGKONG HOTEL.

F. W. Abel Mr. A. H. Laing
Mr. A. S. Baker Mr. H. J. C. Largo
Mr. and Mrs. T. E. D. and Mrs. Alfred Blingham & child Lello
Mr. R. J. Birbeck Mr. A. R. Lewis
Mr. S. Blamey Mr. L. S. Lewis
Mr. W. S. Bissell Mr. H. E. Lind
Mr. D. K. Blair Mr. A. R. Luckie
Mr. & Mrs. R. Boggan Mr. P. Luttringhaus and infant Mr. F. J. Lyons
Dr. Bohme Mr. D. Macdonald
Mr. E. A. Bonner Mr. C. H. Mackay
Mrs. R. W. Borthwick Dr. O. Marriott and child Mr. K. Mataca
Mrs. G. Briggs and Mr. T. P. McCarren infant Mr. R. McCullough
Mr. J. G. Brighton Mr. & Mrs. E. Melde
Mr. L. Brougham Dr. E. B. Merchant
Mr. and Mrs. W. U. Miss Merchant Bunner Mrs. P. N. Merleos
Mr. W. L. Carter Mr. P. L. Miller
Dr. Chalmers Mr. and Mrs. E. M. Chambers Dr. W. B. A. Moore
Mr. and Mrs. H. K. Moon
Mr. A. Chapman Mr. Morrison
Mr. O. J. Charles Mr. E. H. Murray
Hon. Dr. Francis Mr. F. O. Murray Clark Mr. A. G. Newington
Mr. T. Clarke Mr. O. G. Oliffe
Eng. Lt. and Mrs. H. Mr. and Mrs. F. N. Clegg Dr. R. N. Lan
Mr. J. J. Connell Mr. W. Parfitt
Mr. G. Cunningham Mrs. E. Offord Patey
Mr. F. O. Davies Mr. R. Noel Patey
Miss J. Davies Mrs. Patey & maid
Mr. F. B. Deacon Mr. V. W. Peake
Mr. and Mrs. Douglas Perkins
Mrs. E. H. Doolee Mr. and Mrs. T. L. Downing
Mr. B. E. Frost Mr. L. Roche
Mr. G. Gleave Mr. A. Scott
Mr. M. Goodman Dr. H. H. Shaw
Mr. E. N. S. Gordon Mr. C. Skitt
Mr. A. W. Grant Mr. E. A. Shawin
Mr. and Mrs. R. Groom Mr. C. H. Soher
Mr. G. Gunderson Mr. H. Stanley
Capt. T. Hall Mr. A. L. Stein
Mr. J. Hanon Mr. H. Stevenson
Miss Hardman Mr. W. M. Stewart
Mr. R. Hardin Mr. Edgar Swindells
Mr. R. H. Hart Mr. J. Thorburn
Mr. H. J. Hassett Mr. R. J. Tobin
Mr. C. J. G. Hill Mr. W. D. Trimble
Engineer Capt. Hunt Mr. C. H. Unbehauen R. N.
Capt. R. Jones Mr. R. C. Vickers
Mr. F. L. Jenkins Mr. H. N. Wales
Mr. and Mrs. L. Judd Capt. J. Warrack
Mr. H. H. Kempf Mr. O. B. Warren
Mr. P. Kerr Miss E. Walkins
Mr. Chas. G. King Mrs. and Mrs. C. E. Kiss
Miss Klass Woolmer
Dr. Samuel Knaggs Mr. P. C. Zehrmann
Mr. C. Krayz Dr. Laing

PEAK HOTEL.

Mr. E. F. Aucott Mr. and Mrs. Joseph
Mr. P. Beattie Major Josling
Mr. A. Beattie Major & Mrs. Kellsall
Mr. & Mrs. E. Bonnard Mr. Lauder
and children Mr. R. Martin
Mr. and Mrs. Bourchier Mr. and Mrs. J. Meier
Capt. & Mrs. Boyd Mr. R. Mitchell
Mr. and Mrs. D. E. Mr. and Mrs. Herbert Brown
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